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[a301]

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[a351]

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Hongkong, 21st September, 1905. [a478]

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[a141]



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No previously signed communications that have already appeared in other papers will be inserted.

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MARRIAGE.

On June 21st, 1911, at the Methodist Church, Clabby, by the Rev. R. Green, Wm. George WARNOCK, late Inspector of Police, Hongkong; to MARY JANE (Miami), only daughter of the late James Murphy, Elmarie, Tampa, Co., Fernandina.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, AUGUST 9TH, 1911.

In view of the early opening of the Kowloon-Canton Railway for through traffic, the Chairman of the Hongkong, Canton and Macao Steamboat Co., at the half-yearly meeting of shareholders yesterday made an interesting reference in his speech to the impending competition. Even before it was known that the cost of constructing the railway would be more than double the original estimate, we expressed the view that the Railway would not injuriously affect the interests of the steamboat companies, engaged in the Hongkong and Canton trade because the Railway cannot possibly compete with steamboats either in the matter of passenger fares or freights. This is the view taken by Mr. FUHRMANN in his speech yesterday. "We do not think it probable," he said, "that the Railway can compete with us and yet make a profit." Without being too optimistic, he and his co-directors think the shareholders have no need to fear any general adverse effect from the new competitor. The Railway cannot possibly carry third-class passengers as cheaply as the steamboats carry deck passengers, and even if it did, it is very improbable that this class of passenger would prefer to journey to Canton packed in a railway carriage, when he can travel comfortably

by night and even stretch himself out to sleep on the deck of a steamboat. In the matter of freight, the Railway has to compete against rates ranging from one-third of a cent to two cents per ton per mile. So far as passenger traffic is concerned, the through trains will doubtless be well patronised for a time, but the novelty will soon wear off, and the multitude of Chinese passengers to whom time is no object will, as now, continue to travel by water. But this is not to say that the prospects of the Railway are unprofitable. When we see the traffic that has already developed on the section of the line now in operation we cannot but believe that the time is not far distant when there will be a very large passenger traffic between intermediate points. The Canton section of the Railway passes through a very fertile country and the means afforded by the Railway for rapid communication with Canton on the one side and Kowloon on the other will certainly be welcomed by the people living within easy reach of the line, and it may safely be predicted that in the course of a few years the population of the district will be very much larger than it is today. Wherever railways have been constructed in China, there has followed a rapid development of the country traversed by the line. It will doubtless be some years yet before our over-capitalised section of the Railway begins to be remunerative, but connected as the Canton-Kowloon line will be with the great trunk line to Hankow, which the Chinese Government are intent on completing with all possible celerity, we cannot doubt that the Kowloon Railway will in time contribute greatly to the prosperity of the port. There will be scope both for the steamboats and the Railway, and the community will hope that concurrently with a great development of railway traffic the steamboats will also have their full share of the increased trade we may confidently expect from the opening up of the interior by railways.

The body of a Chinese male, aged about 52, was found in Bowrington Canal on Monday.

A meeting of the Legislative Council is called to-morrow. Four bills are down for first reading.

The plague return for last week was 13 cases and 10 deaths. Yesterday four fresh cases were reported, bringing the total up to 252.

A Chinese who was found by the police in Queen's Road in a very sick state was removed to hospital, but died on the way.

Captain George Ankers, late master of the U. S. transport *Dix*, died of heart disease at his home in San Francisco on June 29.

With reference to a paragraph which appeared in our issue of yesterday stating that damage had been done to a wall at Taikoo, we understand this does not apply to the Docks.

The police have been informed by a Chinese woman, a passenger on the *Sinching*, that while she was standing on the deck some person picked her pocket and stole a purse containing \$134 in money.

No serious damage was done at Macao by last week's storm. One Chinese house collapsed, and nine men were buried in the debris for a time. All were rescued, but some were more or less injured.

Dr. Nesom has resigned his post as director of agriculture in the Philippines. He has been offered the post of dean of the agricultural department of the University of Porto Rico, but will not consider the offer, as his plans have long been made to enter private business in the Philippines.

A Chinese contractor residing in Ship Street reports to the police that he was approached by a man who wanted an estimate for effecting sundry repairs in a kitchen. He was invited to inspect the premises, which were in Canton Road, Kowloon, but he was so sooner in the house that three men entered, bound and gagged him, and relieved him of money and jewellery to the value of \$120.

The confidence trick was successfully played on Monday, the victim on this occasion being a sampan woman. She was approached in the usual way by a man who told her he had just found a bundle of notes, but was afraid to cash them: would she do it for him? Of course she consented, and was handed a handkerchief containing what she thought were the notes. Before she was allowed to depart she was asked to leave some security with the man, and she dispossessed herself of jewellery to the value of \$175. In due course she discovered that the bundle contained nothing but paper and that the man was nowhere to be found.

An interesting story was related to Mr. Hazland at the Magistracy yesterday when three women and two men appeared before him on charges of breaking and entering and receiving goods knowing them to have been stolen. It appears that a refugee from Canton occupied a house near Ship Street, but during the typhoon he thought it was about to collapse and he hurried out of it. He did not look near the place for a day or two, and then he discovered that the house had been cleared of all the furniture. A report was made to the police, who discovered all the furniture in a house in an adjacent street. They had taken advantage of the owner's absence to remove everything from the house.

TELEGRAMS.

[THROUGH REUTER'S AGENT.]

THE POLITICAL SITUATION.

THE DEBATE IN THE COMMONS.

London, August 8th.

Both Mr. Asquith and Mr. Balfour were cheered on entering the House of Commons to-day. The House was thronged.

Mr. Balfour, in moving a vote of censure upon the Government, affirmed that the Ministers had abused their powers and had put themselves above the constitution for party purposes so as to prevent the country from pronouncing upon Home Rule. He thought that Ministers should be especially careful in advising a new Sovereign, whom they had placed in a cruel position. He believed the advice was given eight months ago.

The debate was continued in a good-humoured spirit, the Liberals chaffing the "No Surrenderites" and ridiculing the idea of revolution.

Mr. F. E. Smith contended that Mr. Asquith gave the advice he did to the King because Mr. Redmond ordered it and urged the Unionists not to submit to a campaign of bluff.

THE PREMIER'S REPLY.

LATER.

Mr. Asquith said—Though there was no excessive kindness in the tone of Mr. Balfour's speech, my first duty is to tender him on behalf of the Government and its supporters our most grateful acknowledgments. This opportunity motion is the very thing we wanted, for on one hand it gives representatives of the Government an opportunity such as no discussion upon the Lord's amendments could afford to state to the country with clearness and precision the grounds for the advice tendered to the Crown. On the other hand, it gives the House an opportunity of stating with equal clearness and emphasis whether that advice truly reflects the opinion and judgment of the chosen representatives of the people. Mr.

Balfour has complained that I did not give him in support of what was apparently a hypothetical vote of censure materials in advanced from which he could ascertain whether his hypothesis was well-founded or not; but the only point he raised on the motion is this: Whether under the circumstances in which we stand with the Veto Bill, twice approved in principle and once approved in all its details by the electors, passed through the House of Commons by continuous overwhelming majorities, and now met by the Lords by so-called amendments, which are really changes fundamental in character and fatal to its purposes, it is not the constitutional duty of Ministers of the Crown to advise the Crown, if the Lords refuse to give way, to use its prerogative for a creation of peers in order to carry out the will of the people. Mr. Balfour asked me when the advice was given. My answer is that it was given in regard to the existing situation when a situation had arisen from which no other constitutional outlet was possible. It was given and accepted in reference to that situation, and it is by review of that situation, how it arose and what it involves, that the question must be answered whether or not the advice was warranted and justified. But when

I say that the advice was tendered in view of existing circumstances, it must be clearly understood that I do not mean in the least to convey that there had not been any previous communications as events developed between the Sovereign and Ministers on the subject. As it is desirable that there should be no mystery or misunderstandings over a perfectly simple and correct transaction, I may be allowed to say that at the King's strong desire and therefore, of course, with expressed permission, I am able to disclose communications which have hitherto been treated both by the King and Ministers as confidential. To make matters clear I must go back to the 9th April, 1910, when the so-called Veto resolutions were approved by large majorities in the House of Commons, and the Parliament Bill founded thereon had been introduced. King Edward was then on the Throne. I ask the House

to remember that there was every reason to believe that his life and reign would be prolonged. It was notorious that when our resolutions were carried by the House, and were shortly to come before the Lords, that they might be laid aside or rejected.

there, the majority inside and outside the House were beginning to ask not unnaturally whether the election just held was to be reduced to nullity and matters again result in a futile deadlock.

It was in these circumstances that on the 14th April, 1910, after careful consultation

with my colleagues and in language approved

by them and communicated to the King, who

was abroad, that I used these words in the

House of Commons: "If the House of Lords

fails to accept our policy and decline to

consider it as formally presented to them,

we shall feel it our duty immediately to

tender advice to the Crown regarding the

steps which will have to be taken if that

policy is to receive statutory effect in this

Parliament. What the precise terms of

that advice will be, of course, it would not be

right for me to say, but if we do not find

ourselves in the position of receiving the

answer that statutory effect shall be given

thereto in this Parliament, we shall then

either resign or recommend dissolution."

Here came the important words:

"Let me add this, that in no case will we

recommend dissolution except on such

conditions that will secure that in the new

Parliament the judgment of the people as

expressed at the election will be carried into

law." That is very plain language, which

represents the deliberate policy of the Gov-

ernment, and was so carefully chosen, represents

now and did then the intention of the Gov-

ernment. I may say at once, and I am

quite sure that hon. members on both sides

will recognise the justice and, I hope, the

commonsense of my position when I decline

altogether and continue to decline to make

any statement regarding the advice that may

have been given or may hereafter be given

by a responsible Minister to the Crown.

The King stands aloof from all political and

electoral conflicts, and it is the duty of all

subjects, and Ministers to maintain and

secure his absolute detachment from the

arena of party politics. I hope our friends

will have sufficient confidence in the Govern-

ment and be content with that statement."

What was the alternative? We might

have resigned. If we had resigned the

King undoubtedly would have sent for the

Leader of the Opposition, who might or

might not have undertaken the responsibil-

ity of forming a government. If he did

not, then matters remained as they were.

If he did, of course, it is a matter of common

knowledge that a government so formed

could not have existed a week in the then

House of Commons, for the sufficient reason

that that House would have refused to

grant supply. A dissolution therefore was

inevitable, so there is no ground whatever

for thinking that dissolution would not

have been attended, with the same results.

A dissolution under those conditions would

have been held in circumstances which would

have made it almost impossible to keep the

name and authority of the King out of the

arena of electoral conflict. The King no

doubt thought this was a matter which

was peculiarly incumbent upon him to

safeguard. I never used either publicly or

privately the words guarantee or pledge in

regard to this matter. They are words

which seem singularly inappropriate to

describe a purely conditional understanding

such as that which purposely left open

certain contingencies which might or might

not arise. Nothing can be more absurd

than to suggest, what I think Mr. Balfour

suggested, that the existence of such a

confidential understanding between the

Sovereign and his Ministers introduced any

element of unreality into the subsequent

discussion on the Bill when it came

TELEGRAMS. TELEGRAMS.

[THROUGH BRUTER'S AGENCY.]

THE POLITICAL SITUATION.

(Continued).

denies what I going to say that no responsible minister who is called to the counsels of his Sovereign would venture this moment to put the country to the gratuitous turmoil and cost of a third general election in two years which no one believes would or could give a substantially different result. It is no good blinking facts. These are the real facts of the situation. We have been faced with the precise situation contemplated by all our great authorities on the constitution to justify what is admitted to be a wholly exceptional use of the prerogative. If we want a precedent I return to the case of 1832 and again cite the classic passage on the subject in which Earl Grey said in the House of Lords: "I ask what would be the consequence if we are to suppose that such a prerogative did not exist or could not constitutionally be exercised. The Commons have control over the power of the Crown by the privilege in an extreme case of refusing supplies. The Crown has by means of its power to dissolve the House of Commons control upon any violent and rash proceedings on the part of the Commons, and if the majority in the Lords is to have the power of opposing the declared wishes of the people, and the Crown and the people are without any means of modifying that power then this country is placed entirely under the influence of an uncontrollable oligarchy." That is true constitutional doctrine. There is nothing novel in it, and it is being applied to-day simply in a case of extreme and overwhelming necessity. I am accustomed, as Earl Grey in his day was accustomed, to be accused of a breach of the constitution, even treachery to the Crown. I confess, as I said before, I am not in the least sensible to this cheap form of vituperation. It has been my privilege, almost a unique one, to serve and have confidential relations with three successive sovereigns. My conscience tells me that in that capacity many have been my failures and shortcomings, but I have consistently striven to uphold the dignity and just privileges of the Crown. But I hold my office not only by the favour of the Crown but by the confidence of the people, and I should be guilty indeed of treason if in the supreme moment in a great struggle I were to betray their trust. (Ministerial Cheers).

Mr. Smith's speech was notable for the ironic allusions to Mr. Balfour and Lord Lansdowne. The latter, he declared, had given Mr. Asquith a list of peers as a contribution to the revolution.

THE DIVISION.

LATER. The vote of censure was rejected by 365 votes to 246.

PUBLIC INTEREST.

The House of Commons was thronged by holiday crowds throughout the day. Mr. Asquith on leaving received a great ovation and took refuge in a cab and drove to Downing Street.

NEARING THE END.

LATER. Eighty Liberal peers have intimated their intention of supporting the Government if a division be taken on the Veto Bill in the House of Lords.

The newspapers anticipate that the House of Commons will to-day discuss the Lord's amendments seriatim instead of rejecting them en bloc.

THE TYPHON REFUGE.

The Hon. Mr. H. E. Pollock, K.C., has given notice of his intention to ask the following question at the meeting of the Legislative Council to-morrow:

In view of the statement concerning the progress the work on the Typhoon Refuge, which was laid upon the Table at the last Meeting of Council, will the Government take steps to ensure that the future monthly expenditure on this work during the remaining 52 months of the contract time and the general progress of the work shall be such as to safeguard the completion of the work within the contract time of five years?

RUSSIA AND THE FAR EAST.

The *Wiener Rundschau* (Vienna) recently published an interesting article which is said to have been inspired from St. Petersburg, and which speaks of the approaching conclusion of an Austro-Russian Agreement. It is stated that, in spite of the Japanese support, it is impossible for Russia to carry out her programme in the Far East until she has come to an agreement with Austria regarding the Balkans, and that Count von Arsenal has the help and confidence of the Russian Government. In St. Petersburg the attitude of the Archduke Francis Ferdinand is highly appreciated, and it is hoped that he will shortly pay a visit, accompanied by the Archdukes, to the Tsar.

THROUGH BRUTER'S AGENCY.]

INDUSTRIAL DISPUTES IN ENGLAND.

RAILWAYMEN ON STRIKE.

LONDON, August 8th.

The men employed on the Lancashire and Yorkshire Railway have gone on strike, demanding a working week of fifty-four hours and an advance of two shillings on their wages.

The movement is rapidly spreading and three railways are now involved.

THE STRIKE IN LONDON.

The seriousness of the situation in London is emphasised by the carmen and other workers now coming out. Although the demands of the 20,000 dockers have been conceded they refuse to work until the demands of all the workers are satisfied. London is thus more seriously hampered than hitherto. The Transport Workers' Federation are threatening to bring out 100,000 unless a speedy settlement is affected.

LATER.

Mr. Askwith, K.C., and the Board of Trade are to confer with employers and men concerned in the London Dock Strike. To-day a meeting of the Strike Committee protested against the action of the War Office in sending Army Service men to the granaries on the rivers to do work which the strikers had refused to do in connection with an army contract, declaring that such interference would lead to breaches of the peace.

ENGLISHMAN ARRESTED FOR ESPIONAGE IN GERMANY.

LONDON, August 7th.

The *Lokschneiderei* states that a well-connected Englishman has been arrested at Bremen on a charge of espionage on the North Sea coast. If the suspicions of the authorities be correct, he must delight in dangerous escapades. He is a lawyer, 25 years of age, and an officer in the Yeomanry.

THEIR MAJESTIES.

LONDON, August 6th.

The King and Queen have returned to Buckingham Palace.

STEAMER COLLIDES WITH ICEBERG.

LONDON, August 8th.

A New York telegram states that the Anchor Line steamer *Columbia* collided with an iceberg in a fog off Cape Race. Her bows were stove in and tons of ice fell upon her decks. She had a very narrow escape of being sunk, but she managed to reach New York unassisted in four days.

THE POPE.

LONDON, August 8th.

A message from Rome states that His Holiness the Pope has had a slight relapse. He is suffering from cold and gouty pains and the doctors have ordered him to remain to his room.

CONSPIRACY IN INDIA.

LONDON, August 8th.

A Calcutta message states that at the Sessions, the Judge, disagreeing with the finding of the native assessors in the Dacca conspiracy, that the accused were not guilty and that the Government evidence was unreliable, held that conspiracy had been sufficiently proved and sentenced three of the accused to transportation for life and others to various terms of imprisonment. Five were discharged.

TYphoon WARNING.

The telegram quoted below was received by the American Consulate-General, Hongkong, from the Manila Observatory at 11.30 a.m. yesterday.—

Cyclone or Typhoon Pacific Ocean about halfway between the Mariana Islands and the Loosches, moving W or W.N.W.

FILLIS' CIRCUS.

We draw the attention of our readers to the advertisement in another page regarding the opening of the above well-known Circus in Hongkong. The management after the recent typhoon have wisely taken over the Victoria Skating Rink for one week only so as to be fully prepared for all kinds of weather. The opening will take place on Friday evening next, August 11th. Those who wish to see a first-class array of Continental and European star artists should not miss this opportunity.

COMPANY MEETING.

HONGKONG, CANTON AND MACAO STEAMBOAT CO.

The half-yearly meeting of shareholders in the above Company was held yesterday at noon at the offices in Hotel Mansions. Mr. R. Fuhrmann presided, and there were also present: Hon. Mr. C. H. Ross, Messrs. F. A. Gomes, C. Lenzenmann, H. A. Siebz, F. Lieb, F. H. Armstrong, G. Friesland (directors), Dr. J. W. Noble, Messrs. A. Denison, J. H. Machado, A. H. M. da Silva, Chan Siu Ke, D. Macdonald, A. Bune, von Wiser, and W. E. Clarke (Secretary).

The Secretary having read the notice convening the meeting,

The CHAIRMAN said:—Gentlemen,—The Report and Statement of Accounts having been in your hands for the usual period, we will, with your permission, take them as read. The result of the half-year's working under review will, we hope, be considered very satisfactory by the shareholders, and we trust that the proposed appropriation of funds will meet with your approval. Turning to the balance sheet you will notice a fair improvement in the net earnings of steamers compared with the 1st and 2nd half of 1910. This increase is partly due to economies effected and to the abnormal passenger traffic from Canton during April and May owing to the political disturbances in that city. These events, disagreeable as they were at the time, did not in any way adversely affect the Company's business. Latterly the traffic became quite normal, and we hope, with continued peace and prosperity, for a further increase in our carrying trade. You will remember in the speech of my predecessor in the chair at our general meeting in February, 1910, your attention was drawn to the decrease in our freight and passenger traffic with Macao. Since we last met, the energetic Acting Governor of that Colony has started a practical scheme for dredging the approach to the port, and other improvements. When the scheme is completed the former prosperity of the Colony returns, I have no doubt this Company will share in the general improvement in trade. One other matter I should like to mention, and this is, the possible effect the opening of the Railway through traffic between Hongkong and Canton will have on our business. Shareholders would probably like to know the views of your Board on this important matter, and in making this statement I voice the opinion of my colleagues that, without being too optimistic, I think the shareholders of the Company have no need to fear any general adverse effect from these new competitors. Although no negotiations have yet taken place, I have no doubt some amicable arrangement can be made for the workers in some departments for the mutual benefit of both parties. As our third class deck fares are so very cheap, coupled with the general facilities for comfort offered, we do not expect any competition in this line of our business. Owing to the fact that we now carry many goods, both imports and exports, at rates of freight varying from 1/3rd of a cent to two cents per ton per mile, we do not think it probable that the Rail way could compete with us and yet make a profit. However, you may rest assured that your Board will be very careful of your interests in regard to this particular question. Investments in public Companies, as usual, have been adjusted in accordance with the quotations current on 30th June. The loss in exchange by subsidiary silver during the six months' working amounted to \$28,276.48. I do not think of anything else calling for special mention, but should any shareholder require any further information, I shall have much pleasure in answering any questions.

There being no questions,

The CHAIRMAN proposed the adoption of the report and statement of accounts as presented. This was seconded by Mr. BUNZ, and carried unanimously.

Mr. MACDONALD proposed, and Mr. DENISON seconded, the re-election of Messrs. F. A. Gomes and R. Fuhrmann as directors.

Carried unanimously.

On the motion of Mr. BUNE, seconded by Mr. MACHADO, Messrs. A. O'D. Gorring and W. H. Potts were elected auditors for the ensuing half-year.

The CHAIRMAN—That concludes the business of the meeting, gentlemen. Dividend warrants are now ready and may be obtained upon application. Thank you for your attendance.

THE PARSE COMMUNITY.

An extraordinary general meeting of the Parsee Community was held at the Parses Club Elgin Street, on Monday the 7th inst. at 5.30 p.m., when almost all the members of the Community were present, to express their profound sorrow and regret at the death of their highly respected president and leader, Sir Hormusjee Mody, and to elect in his place Trustee of the Zoroastrian Charity Funds. The Chairman Mr. M. P. Talati, Senior Trustee, in a touching speech, referred to the irreparable loss caused to the Community by the death of Sir Hormusjee, recounting his various charities the most munificent of which being the endowment of the Hongkong University Buildings which will always remain a monument of his generosity. A resolution was then adopted amidst silence to record in the books of the Zoroastrian Charity Funds the Community's high appreciation of Sir Hormusjee's devotion to their interest and of his indefatigable services as President extending over the long period of 25 years and their deep sorrow and regret at his death; and to forward to Lady Mody a copy of the above resolution. It was further resolved to place in the Club an oil painting of Sir Hormusjee Mody and also of the late lamented Trustee and Secretary, Mr. B. L. Battilawar, in memory of their long and indefatigable services to the community.

The CHAIRMAN—The resolution was then passed.

The CHIEF JUSTICE—The duties had not been paid?

The CHIEF JUSTICE—They were not paid, I suppose, until removal?

Mr. POLLOCK—No. The liquors had been imported, but the duties were not paid. Your Lordships will see that the scale refers to liquors distilled, made or prepared in the Colony, but in order to clear away the group I may say that there is no question of such liquors in this case. The only question your Lordships will have to consider in this action is with regard to duty on liquors imported by sea into the Colony.

The CHIEF JUSTICE—I suppose it all turns on the word "import?"

Mr. POLLOCK—A great deal turns on that, and the action turns on the power and competence of the Legislative Council to pass the resolution they did.

The CHIEF JUSTICE—You don't say they were never rives with regard to liquors not in the Colony?

Mr. POLLOCK—Our contention is that this resolution applies to liquors imported into the Colony after the date on which the resolution was passed, and that it cannot apply to liquors previously imported.

The CHIEF JUSTICE—And still in bond?

Mr. POLLOCK—Yes. Proceeding, Counsel stated that assuming the plaintiffs were entitled to recover in this action, the amount at issue had now been agreed upon between the parties

SUPREME COURT.

Thursday, August 8th.

IN ORIGINAL JURISDICTION.

BEFORE THE FULL COURT.

INTERESTING CLAIM UNDER LIQUOR ORDINANCE.

An interesting action arising out of a resolution made under the Liquor Ordinance was opened before their Honours Sir Francis Piggott (Chief Justice) and Mr. Justice Gompertz (Puisne Judge), the parties being H. Price & Co., plaintiffs, and the Attorney-General, defendant.

Plaintiffs admitted that the figures in the statement of defence were correct. It had also been conceded that the amount in dispute had been paid under protest.

The Puisne Judge—Nothing turns on the payment?

Mr. Pollock said the money was not paid voluntarily. It was paid under protest. The case really came to this: their Lordships had to consider the true construction of Ordinance 27 of 1909, and the effect of the resolution of the Legislative Council, if any, as regards liquors which were imported into the Colony prior to the date of the passing of the resolution.

The Puisne Judge—Liquors which were in the Colony?

Mr. Pollock—Yes.

The Chief Justice—Your ground is fairly clear on the reading of the Ordinance. Section 3 says, "There shall be paid on intoxicating liquors hereafter imported."

Then power is given to alter duties. The Legislative Council can alter duties, but they cannot alter the language of the section.

The Puisne Judge—The Ordinance is retrospective.

Mr. Pollock—There are no words of retrospective import. Assuming that the Legislative Council had used language which your Lordships consider might by possibility be construed retrospectively, I submit that it would not be in their competence to do so, because the Legislative Council has no more power than is conferred upon them by the Ordinance.

We do not for a moment dispute that this resolution was published in the *Gazette*, but say that it has an effect on future imports only.

The Chief Justice—We must ask the Attorney-General to address us on that point.

The Attorney-General said their Lordships must understand at first that there were no liquor duties imposed in this Colony before the date of this Ordinance. When the Ordinance was passed it was the clear intention of the legislators that any liquors imported into the Colony before the date of this Ordinance should go free, and that any liquor imported into the Colony after the date of this Ordinance should pay the rate of duty ruling on the day of payment.

The Puisne Judge—Not the day of importation?

The Attorney-General—No, the day of payment. Proceeding, Mr. Alabaster stated that the duty was defined in the following words: Duty shall mean the duty from time to time payable by law upon any intoxicating liquor. The duty which was demanded was the duty in force at the time when it was payable. Entirely for the convenience of the trade, they were allowed to put certain of their liquors into bond—either into a general King's warehouse, or into a specially licensed warehouse which they themselves had hired. By adopting this course the trade got certain privileges, while at the same time they ran certain risks. In the first place, instead of paying duty on import, they put the liquor into bond, and the privilege they gain is that if they choose to export the liquor they need pay no duty at all. Another privilege was that they did not lose interest on duty, as they could take out small stocks as required. The disadvantage of the course was the risk they ran that the duty would be increased by the legislature while the stock was in bond. The Ordinance was passed on September 17th, 1909. Section 3 said, "There shall be paid on intoxicating liquors hereafter to be imported, the following duties." Sub-section 2 of that section provided when these duties should be paid, and 26 was one with which this case was concerned. Sub-section 3 (1) said, "It shall be lawful for the Legislative Council at any time by resolution to alter or amend any of the foregoing duties." That was to say, that it should be lawful for the Legislative Council by resolution to alter or amend the duties payable on all liquors imported into the Colony after September 17th, 1909. It was common knowledge that when increased duties were imposed, and when long notice of the intention to impose them was given, the object of the Legislature was apt to be defeated because the trade raised its liquor in under the old rate. So, instead of providing that the duty should be increased by subsequent legislation, which involved various reciting and publication in the *Gazette*, or the more cumbersome and less desirable method of suspending the standing orders and rushing the Bill through at once, it was laid down clearly that the Legislative Council might change the duty on any liquor by resolution which took only a few minutes to bring into force.

Mr. Pollock—I must object to my friend referring to anything which took place in the Legislative Council. I have the most binding authority that that cannot be considered by the Court.

The Attorney-General said it would be impossible to frame estimates if people were allowed to pay different rates on liquor.

When a man applied for a permit to remove liquor from bond, the excise officer was compelled under the Ordinance to refuse it unless the proper duty was paid.

The Chief Justice referred to the question as to whether goods could be said to be imported until they left the bonded warehouse.

The Attorney-General—There is a definition of import. Proceeding, Counsel stated that the construction which the Crown placed on the resolution was, in the first place, a construction which was strictly within the language of the Ordinance. The construction which the plaintiffs sought to put upon it was not one which was strictly in accordance with the law in force in England at the present time. The construction which the Crown sought to put upon this resolution was unfair to the trade. The trade had been guarded and protected in every possible way, and had no cause for complaint.

The Puisne Judge—Instead of putting the burden on trade you put it on the unfortunate consumer.

The Attorney-General—Yes, but the unfortunate consumer has not come here to complain. The trader is protected in every possible way by this legislation.

Mr.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
P.O. Box 35. Telephone No. 12.
Telegraphic Address: A.B.C.
5th Ed-Litter's.

NEW ADVERTISEMENTS

BYSAK'S
HIPPODROME CIRCUS.
CAUSEWAY BAY.

LOOK AT THIS! LOOK AT THIS!
BOXING! BOXING! BOXING!!!
ON SATURDAY, 12TH AUGUST, AT 9 P.M.

15 Rounds
CORPL SCRUTON v. Seaman TOVEY,
for the
Middle-Weight Championship of the Colony.
10 Rounds
IRON BUX v. Pte. POTTER, K.O.Y.L.I.
8 Rounds
Sapper MILES, R.E. v. Pte. SMITH, K.O.Y.L.I.
Finalist Army and
Navy Light-Weight
Championship
Aldershot, 1909.

8 Rounds
Seaman DAVIS v. Pte. WORTHINGTON,
H.M.S. "Cadmus." K.O.Y.L.I.
No Bluff Programme.
Gunning Bouts. No Falls. No Frame-ups.

JACK DEMPSEY, Referee.
SID KELLY, Timekeeper.

POPULAR PRICES:
Ring Side, \$5.00. Stalls, \$3.00. Gallery, \$1.00.
Natives, 50cts.
Free List Entirely Suspended.
Hongkong, 9th August, 1911. [103]

IMPERIAL GERMAN MAIL LINE,
NORDDEUTSCHE LLOYD, BREMEN.
FOR SHANGHAI, NAGASAKI, KOBE
AND YOKOHAMA.

THE I.G.M. Steamship
"PRINZ LUDWIG."
Captain F. von Bünzer, will leave for the above
place TO-DAY, the 9th inst., at 11 A.M.
For further particulars, apply to
NORDDEUTSCHE LLOYD,
MELCHERS & CO.,
General Agents.
Hongkong, 9th August, 1911. [5]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA
AND KOBE
THE Company's Steamship

"VORWAERTS."
Captain Dannecker, will leave for the above
places on WEDNESDAY, the 16th inst., A.M.
This Steamer has capital accommodation for
passengers. Electric Light, carries Doctor
and Nurses.

For Freight or Passages, apply to
SANDER, WIELER & Co.,
Agents.
Prince's Building.
Hongkong, 9th August, 1911. [13]

TOYO KISEN KAISHA

NOTICE TO CONSIGNEES.
S.S. "NIPPON MARU."

FROM SAN FRANCISCO, HONOLULU
AND JAPAN PORTS.

THE above-named Steamer having arrived,
Consignees of Cargo are hereby notified
to send in their Bills of Lading for Counter-
signature, and to take immediate delivery of
Cargo alongside.

Cargo remaining undelivered on FEIDAY, the
11th inst., at 5 P.M., will be landed at Consignee's
risk and expense and delivery must then be taken
from Company's Godown.

No Fire Insurance whatever will be effected.
No Claims will be recognized after the Goods
have left the Steamer or Godown, and all Goods
remaining undelivered on MONDAY, the 14th
inst., afternoon, will be subject to rent and
landing charges.

All cleaned and otherwise damaged Cargo to be
left on board or Godown, and examination of
same to be arranged.

All Claims must be filed on or before MONDAY,
the 28th inst., otherwise they will not be
recognized.

K. MATSDA,
Agent.
Hongkong, 8th August, 1911. [101]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
The Steamship "SATSUMA."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godown, and all Goods remaining
undelivered after the 15th inst. will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
8th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godown, where they will be
examined on the 14th inst., at 2.30 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & Co., Ltd.,
Agents.
Hongkong, 8th August, 1911. [102]

NEW ADVERTISEMENTS

GRAND OPENING OF
FRANK FILLIS
GREAT EUROPEAN CIRCUS
AT THE VICTORIA SKATING RINK, Opposite the Central Market, Hongkong,
ON FRIDAY, 11TH AUGUST, 1911.

7 DAYS ONLY 7

Great Tremendous Programmes will be presented at each Performance. Daring, Thrilling, Exciting, Novel, Funny and Sensational Acts, including all our World Famous Artistes, also our World Famous Artistes

50 in all 50

in sensational, contortionist acts, Ladies and Gentlemen Jockey act Riders, Wonderful Jugglers, Wonderful Barrel Twisters, Song and Dance Artistes, and everything that is wonderful, all to be seen in the Rink, on FRIDAY, 11th August, and also SATURDAY, SUNDAY, MONDAY, TUESDAY, WEDNESDAY and THURSDAY, 12th, 13th, 14th, 15th, 16th and 17th August.

GRAND MATINEES—SATURDAY AND SUNDAY.

Doors Open at 3 o'clock. Performance at 4 P.M.

A GRAND CHINESE PIG HUNT

50 Dollars for Pigs 50

Will take place on SATURDAY, 12th August, and SUNDAY, 13th August.

Entire free for all Chinese.

POPULAR PRICES TO PERFORMANCES:

30 cents. Gallery. 50 cents. Carpeted Seats.

\$1 Stalls. \$2 Reserved Seats. \$3 Box Seats.

Children Half-Price to Matinee.

Doors Open at 8 P.M. Performance at 9.15 P.M. sharp.

Booking Plan at MESSRS. ROBINSON PIANO CO.

D. B. MCPHERSON, Manager.

Hongkong, 9th August, 1911. [1010]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

NOTICE IS HEREBY GIVEN that the
ORDINARY GENERAL MEETING of
SHAREHOLDERS will be held at the Office of the General Managers THIS DAY
(WEDNESDAY), the 9th day of August, 1911, at 12 o'clock NOON, for the purpose of considering and passing the Report and Accounts to 30th June, 1911, and to transact any business that may be transacted at an Ordinary General Meeting.

NOTICE IS GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from 1st to 9th August, 1911, both days inclusive.

BRADLEY & CO.,
General Managers.

Hongkong, 9th August, 1911. [1011]

"DEVANHA."

Captain H. Powell, carrying His
Majesty's Mails, will be despatched from
this for Bombay on SATURDAY, the 11th
Aug, 1911, at NOON, taking Passengers and
Cargo for the above Ports in connection
with the Co.'s ss. "MOREA," 11,000 tons,
from Colombo, passenger accommodation
in which vessel is secured before departure
from Hongkong.

Silk and Valuables all Cargo for France,
Tea and Cargo for London (under arrangement)
will be transhipped at Colombo into the
mail steamer proceeding direct to
Marseilles and London, other Cargo for
London, &c., will be conveyed via Bombay
on the ss. "OCREAN," due in London
on the 1st Oct., 1911.

Parcels will be received at the Office
until 4 P.M. the day before sailing. The
contents and value of all packages are
required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 9th August, 1911. [1]

SOCIETA NAZIONALE DI SERVIZI
MARITTIMI.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA."

having arrived from the above ports, Consignees
of cargo by her are hereby informed that their
Goods are being landed at their risk into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and Godown
Company, Ltd., Kowloon, whence delivery may
be obtained. Perishable Goods to be taken
delivery of immediately.

All Claims must be sent to the Office of the
undersigned before NOON on the 17th inst., or
they will not be recognized.

All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godown, and all Goods remaining
undelivered after the 13th inst. will be subject to
rent.

All broken, chafed, and damaged goods must
be left in the godown, where they will be
examined on the 14th instant, at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & CO.,
Agents.

Hongkong, 8th August, 1911. [14]

ORIENTAL BREWERY, LTD.

NOTICE.

IT IS HEREBY NOTIFIED that the
Price of ICE is REDUCED to ONE
CENT per lb. from This Date.

ORIENTAL BREWERY, LTD.

Hongkong, 7th August, 1911. [1009]

HONGKONG ICE COMPANY, LTD.

NOTICE.

IT IS HEREBY NOTIFIED that the
Price of ICE is REDUCED to ONE
CENT per lb. from This Date.

JARDINE, MATHESON & CO., LTD.,
General Managers.

Hongkong, 7th August, 1911. [1005]

HONGKONG ICE COMPANY, LTD.

NOTICE.

IN Accordance with its Provisions of No. 104
of the Articles of Association, the
General Managers have this Day Declared an
INTERIM DIVIDEND for the Half-Year
ended 30th June, 1911, of TWO DOLLARS
per Share.

DIVIDEND WARRANTS may be obtained
on application at the Office of the Company on
and after WEDNESDAY, 16th August.

The TRANSFER BOOKS of the Company
will be CLOSED from the 10th to the 14th
August, 1911, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Managers.

Hongkong, 7th August, 1911. [1006]

ITALIAN MARBLE.

MONUMENTS, FIGURES, HEAD-
STONES and GROSSES in Stock at
BROWN, JONES & CO.,
41 Morrison Hill Road,

Hongkong, 1st June, 1911. [776]

THE DAIRY FARM CO., LTD.

NOTICE.

Nothing better than the best.

We keep it.

Do you want it?

FOUR BRANDS!

FOUR PRICES

Fresh, Sweet, Firm and sold as ice.

THE DAIRY FARM CO., LTD.

[36]

INTIMATIONS

WAIT FOR THE NEW SHOW

OPENING AT CAUSEWAY BAY

ON OR ABOUT AUGUST 15TH, 1911.

NOTICE THE LOCATION.

NOTICE THE DATE.

Hongkong, 9th August, 1911. [1082]

TO LET

TWO OFFICES on 1st Floor of Hotel
Mansions. Apply to

HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 7th April, 1911. [575]

TO LET.

OFFICES on Ground and First Floor in
Chater Road. Very central position.

No. 7, DUDDELL STREET, 1 Godown.
"KELLETT CREST," No. 66, PEAK,
from 1st August, 1911.

No. 9, BEACONSFIELD ARCADE
(Shop).

The No. 13, Peak, newly Painted
and Colour-washed.

BEACONSFIELD, from 1st June, 1911.

No. 57, PRAYA GRANDE, Macao.

FOR SALE.—TO CREST, at Peak, com-
manding a Magnificent View of the Harbour
and Adjacent Islands.

Apply to LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 2nd August, 1911. [118]

TO LET.

GODOWN, No. 54, DUDDELL STREET.
Apply to

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st August, 19

FOR SALE

FOR SALE.

DELLINGTON, 7-Roomed House, Peak
Read, beautiful situation.
For Terms, apply to—
C. SCHRÖTER,
Care of Messrs. GABRIEL, BORNE & CO.,
King's Buildings, IIIrd.
Hongkong, 10th July, 1911. 1923

GRACA & CO.
PDRER St. (Hongkong Hotel Building),
Dealers in
POSTAGE STAMPS, VIEW POST
CARDS, FLOWER SEEDS,
CIGARS, BOOKS, &c.

Just Received a Selection of Postage Stamp
and Post Card Albums, Artistic Mosaic Pictures
made of used Postage Stamps.

Inspection Invited. [891]

A LING & CO.

10. QUEEN'S ROAD CENTRAL.
FURNITURE AND PHOTO GOODS
STORE.

Photographic Goods of every Description
in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1907. 1509

AS SUPPLIED TO THE HOUSE OF
LORDS AND HOUSE OF COMMONS

THORNE'S
OLD VAT
No. 4.

This vat was started by the late Robert Thorne
of Greenock and has been sold as No. 4 since 1851.

SCOTCH WHISKY.
SOLE AGENTS IN
HONGKONG, CHINA & MANILA
A. S. WATSON & CO., LTD.

MITSU BISHI GOSHI KWAI SHA
(MITSU BISHI CO.)
COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA
OCHI, MUTABE, YOSHINOTANI,
HOJO, KANADA, NAMAZU, SAYO,
SHINNEW and KAMIYAMADA.

Collieries.
SOLE AGENTS FOR
KISHIWAKE Coals.

HEAD OFFICE—MARUNOUCHI,
TOKYO.

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A SOCIAL AND POLITICAL NOVEL OF
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THE VOLUME which consists of 146
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L A N E , C R A W F O R D & C O .
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THE ACCIDENT TO THE
"EMPEROR OF CHINA."

INTERVIEW WITH C.P.R. MANAGER
FOR JAPAN AND CHINA.

The Japan Gazette of Saturday, July 29th, which reached us by yesterday's mail, contains the following:

The latest news to hand of the condition of the C.P.R. liner *Emperor of China*, now ashore on the Mera River, near Shirahama, is that there is no hope of the vessel being floated. Mr. T. W. Payne, the manager of the C.P.R. Co. for Japan and China, who was a passenger on the vessel, and who since the accident has remained at the scene, arrived in Yokohama this afternoon, together with Captain Tipple, Lloyd's Surveyor, who proceeded to Shirahama on Thursday afternoon to investigate the damage and report thereon.

Mr. Payne, who has had a rather strenuous time at Shirahama during the last two days superintending the arrangements made for the temporary accommodation of the passengers and the collecting of their baggage for despatch to Yokohama, arrived here shortly after noon, and, though busily engrossed with matters concerning the accident, very kindly consented to give a representative of the Gazette an interview detailing the circumstances of the accident, the trans-shipment of passengers, and the prospects of refloating the vessel. Mr. Payne's statement confirms in almost every detail the account given in one issue last evening, as gathered from interviews with passengers, with the additional information that should the weather continue fine there is still hope of getting the vessel off.

The *Emperor of China* left Vancouver on the 14th instant, and on the whole had a remarkably fine voyage, the sea being smooth during the first ten days. A few fog banks were encountered during a couple of days, but these lasted only about an hour or two at a time. On Sunday last, the 23rd instant, the *Emperor* first encountered the typhoon, and on Monday the weather was rough, the waves running very high. On Wednesday afternoon Rinkasan, on the northern island, was sighted, and the ship's observations were taken, her position being then well-known. In the afternoon observations were again taken. Later, on approaching the coast, the weather became cloudy and foggy, and the Captain decided to slow down. Although the steamer could easily have reached Yokohama late on Wednesday night, it was decided not to get into port until Thursday morning, at the hour notified in earlier messages to the Company's office.

At six o'clock on Thursday morning the steamer was going very slowly, when she suddenly stopped, the impact being very gentle. A heavy sea was running at the time, and a dense fog obscured everything from view. When the vessel struck there was no excitement on board. The passengers were informed that there was no need to fear danger, and everything went as smoothly as clockwork. Half-an-hour later the fog suddenly lifted, and it was discovered that the vessel was resting on a ledge a little to the north of the Mera Light, with her bow pointing towards the land, and perfectly upright as if anchored close in to the shore. Breakfast was at once served, and then the cabin passengers began to get together their baggage. As soon as the fog had lifted the ship was immediately surrounded by Japanese boats which had put off from Shirahama, and in these the passengers, both cabin and steerage, were rowed ashore, all being landed by eight o'clock.

Meanwhile, a wireless message had been dispatched to the Choshi Wireless Station, reporting the condition of the vessel and asking for help, but as the apparatus on board gave out very early in the morning, those on board could not ascertain whether or not the message had been picked up. The *Emperor* was the first to land, being sent ashore with telegrams for Yokohama and Tokyo reporting the position of the vessel, but it was later ascertained that telegraphic communication was interrupted, the lines being dislocated by the recent storm. Consequently for several hours after the accident the officers were unable to communicate with Yokohama, and it was not until the arrival at eleven o'clock of the Japanese cruisers *Soga* and *Iso*, which had picked up the wireless message, that the Captain knew that appeal for help had been received.

In the interval the passengers were being accommodated at the Hongkong Temple situated about a mile from the shore. Mr. Payne himself superintended the whole of the arrangements. At about eleven o'clock Mr. Payne returned to the *Emperor*, and half-an-hour later a boat's crew from one of the Japanese warships was alongside, the officer presenting the card of Rear-Admiral S. Kato, commanding the Training Squadron. It was retorted, says Mr. Payne, that these vessels were at the time anchored in Tateyama Bay, and picked up the messages requesting assistance, and the promptitude with which they responded to the call was warmly appreciated by the Company's officials, the ship's officers, and the whole of the passengers. The officers of the warships volunteered all assistance, saying they could take all the passengers and mails on board and convey them at once to Yokohama. By three o'clock in the afternoon all the cabin passengers had been conveyed to the *Soga*, and the steerage passengers followed later, all being on board by seven o'clock, and, as previously stated, all were landed in Yokohama early on Friday morning. During Thursday all the luggage of the passengers was taken from the *Emperor* and safely landed, and will be brought to Yokohama by the Urata Dock Company's tug, which left for Shirahama at six o'clock this morning.

Captain Archibald and the officers are still standing by the *Emperor*, while the crew and firemen, to the number of 225, are at present at Shirahama, awaiting the completion of arrangements for removing them to Yokohama.

As to the position of the vessel, nothing can be stated definitely at present. Captain Tipple, Lloyd's Surveyor, who returned this afternoon, has made a thorough inspection of the ship, and is preparing his report. Until that is complete nothing will be definitely decided. When Mr. Payne left Shirahama the vessel was perfectly upright, and if the weather continues fine there is a good chance of her being refloated. The position is by no means hopeless, and negotiations are now in progress with a view to making attempts to get her off. Water has penetrated some of the holds, and some of the cargo—which consists of a quantity of oil and general merchandise—is more or less damaged.

Mr. Payne was warmly appreciative of the kindness and attention shown by the Japanese naval officers, the villagers at Shirahama, including the headman, Mr. Jikiki, and the head priest at the Honanji Temple, all of whom were untiring in their efforts to render assistance to the officers of the vessel and to make the stay of the passengers as pleasant as possible under the circumstances.

The Company's Superintendent Engineer, Mr. Richardson, who happened to arrive at Yokohama on the 31st ult. from Hongkong on the *Emperor* of Japan for his annual consultation with Mr. Payne, left the same day for Shirahama by special launch, and will render

the Captain and officers all possible assistance in the work of salvaging the cargo, and, if possible, the refloating of the vessel.

The cabin passengers, who on arrival at Yokohama were housed in the local hotels, were provided with passages to their destination. With one or two trifling exceptions, the baggage of the cabin passengers was all delivered in good order. The Chinese passengers, who since their arrival had been quartered at various houses, were to leave for Hongkong by the N.Y.K. steamer *Iyo-maru*.

THE CURRENTS AT THE SCENE OF THE
ACCIDENT.

The Japan Gazette says it is stated that on the same day that the *Emperor of China* ran ashore the P. & O. S. N. steamer *Oriental* and the M. M. steamer *Meisan*, which had left Kobe together for Yokohama in the neighbourhood of the scene of the accident found themselves no less than 27 miles out of their course. The fact shows the tremendous force of the current at the point named on this particular day.

Captain R. Swain, in command of the N.Y.K. Yokohama-Shanghai liner *Asuka-maru*, who is one of the best-known and most experienced navigators on the coast, mentions that in severe typhoon weather or seismic disturbances, it is quite a usual thing to find the currents very much changed in the neighbourhood of Shirahama, and a set of from twenty-five to thirty miles is by no means unusual.

COMPANY REPORT.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

The ninety-second report of the court of directors reads as follows:

Gentlemen.—The Directors have now to submit to you a General Statement of the affairs of the Bank and Balance Sheet for the half-year ending 30th June, 1911.

The net profits for that period, including \$2,039,151.91 balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts, amount to \$2,322,844.16.

The Directors recommend the transfer of \$50,000 from the Profit and Loss Account to credit of the Silver Reserve Fund, which Fund will then stand at \$16,750,000.

After making this transfer and deducting Remuneration to Directors there remains for appropriation \$4,717,844.16, out of which the Directors recommend the payment of a Dividend of Two Pounds Sterling per Share, viz., £24,000, which at 1/36, the rate of the day, will absorb £2,679,069.77.

The balance, \$2,038,774.39, to be carried to New Profit and Account.

DIRECTORS.

Mr. S. A. Levy and Mr. W. Logan having resigned their seats, Mr. C. S. Gibney and Mr. E. Shellin have been invited to fill the vacancies.

Mr. Henry Keswick, the Chairman, who has been absent on leave, has resigned his seat as he is not returning to the Colony. The Hon. Mr. C. H. Ross has been invited to join the Board.

The above appointments require confirmation at this meeting.

Mr. G. H. Medhurst has been elected Chairman for the remainder of the year, and Mr. E. Shellin, Deputy Chairman.

AUDITORS.

The accounts have been audited by Mr. W. Hutton Potters and Mr. C. Gordon Mackie, the latter acting for Mr. J. W. C. Bonar, who is absent from the Colony.

G. H. MEDHURST, Chairman.

Hongkong, 8th August, 1911.

JAPAN'S TRADE WITH CANADA.

Another document of some importance as bearing on the relations between Japan and Great Britain and her Colonies was issued by the Foreign Office last week. This is an exchange of notes between the United Kingdom and Japan, prolonging for a period of two years Article 5 of the Anglo-Japanese Commercial Treaty of July 16, 1894, as regards the Dominion of Canada.

On July 7, Sir Edward Gray wrote to the Japanese Ambassador:

Your Excellency—I have the honour to inform you that His Majesty's Government agree to the continuance in respect of the Dominion of Canada for a period of two years from July 17 next—the date of the expiry of the Convention between the United Kingdom and Japan of January 31, 1906, respecting commercial relations between Canada and Japan and Japan's most-favoured-nation treatment as regards Customs duties and other matters expressed in Article 5 of the Commercial Treaty of July 16, 1894, between Japan and Great Britain, on the understanding that the Imperial Japanese Government are equally prepared to agree to such continuation.

I have the honour to inquire whether the Imperial Japanese Government are prepared on their side to give an assurance that the reciprocal concession in the said article will be likewise granted to Canada.

Should you agree to the proposed arrangement, the present note and your reply will be regarded by His Majesty's Government as placing upon record the understanding arrived at between our respective Governments in this matter.—I have, &c.

E. GRAY.

Replies on the same day, the Japanese Ambassador says:

Sir—I have the honour to acknowledge the receipt of your note of to-day's date informing me that His Britannic Majesty's Government agree to the continuance in respect of the Dominion of Canada, for a period of two years from July 17 next—the date of the expiry of the Convention between Japan and the United Kingdom of Jan. 31, 1906, respecting commercial relations between Japan and Canada—and of the most-favoured-nation treatment as regards Customs duties and other matters expressed in Article 5 of the Commercial Treaty of July 16, 1894, between Japan and Great Britain, on the understanding that the Imperial Japanese Government are equally prepared to agree to such continuation.

I have the honour to state that the Imperial Japanese Government are prepared on their side to give an assurance that the reciprocal concession in the said article will be likewise granted to Canada, and the present exchange of notes between us is accordingly regarded by them as placing upon record the understanding arrived at between our respective Governments.—I have, &c.

TAKAAKI KATO.

SPECIAL BARGAINS

TO CLEAR FOR

NEW STOCK

	SELLING PRICE.	FORMER PRICE.
AUTO-RACHALS	\$1,100	\$1,500
AUTO-MANUAL	\$800	\$1,000
RACHALS	\$550	\$800
BRINSMEAD	\$500	\$775
WERNER	\$495	\$600
KRAUSS	\$400	\$625
WERNER	\$395	\$575
CHALLELEN	\$385	\$625
SCHIEDMAYER	\$350	\$800

ROBINSONS.

1734

"Montserrat"
LIME JUICE

is a drink with an interesting flavour; it is a pure natural product—not a chemical concoction.

Fresh

RUBBER SHARES.

SINGAPORE QUOTATIONS.

ON 28th JULY, 1911.

(MESSRS. LYALL AND EVATT'S LIST.)

Nom. Value.	Buyers	Seller
2s Allagar	32s	34s
Allagar Options	1s	1s
£1 Anglo-Jaws	4s	5s
1 Anglo-Johore	7s	9s
2s Anglo-Malay	16s	17s
£1 Anglo-Sumatra	5s	6s
1 Ayer Kuning	1s	1s
1 Bantong	41s	43s
2s Batang Makata	1s	1s
£1 Bata Caves	22s	23s
1 Batu Tiga	7s	7s
1 Beaufort Borneo	1s	1s
1 Bukit Kajang	3s	3s
Bukit Lintang	7s	8s
2s Bukit Mortajan	2s	2s
1 Bukit Rajah	21s	23s
2s Bukit Selangor	1s	1s
£1 Carey United 5s pd.	1s	1s
1 Castlefield	11s	11s
2s Cherasenne	2s	3s
2s Chimpul Options	8s	8s
2s Cicely Ord	1s	1s
2s Co. Prof.	3s	3s
2s Consolidated Malay	1s	1s
£1 Damansara	10s	11s
2s Damansara 5s div.	1s	1s
1 Dannistown	2s	2s
2s Edinburgh	9s	9s
£1 Federated Selangor	19s	20s
2s Galang Besar	4s	5s
£1 Golconde	7s	8s
1 Golden Hope	7s	7s
Hopjeen	7s	8s
2s Heardene	4s	4s
£1 Highlands & Lowlands	8s	8s
1 Inch Kenneth	1s	1s
2s Jasir	1s	1s
2s Johore R. Lands 10s pd.	7s	12s pm
1 Juru	11s	14s
2s Kampong Kwantang	9s	11s
2s Kamuring 1s pd.	2s	3s
2s Kapar 1s pd.	4s	5s
£1 Kapar Para	14s	15s
1 Kapitigala	11s	13s
1 Kepong	2s	2s
2s Kota Tinggi	2s	2s
£1 Kuala Lumpur	12s	13s
2s Labu (F.M.S.)	9s	10s
£1 Lanadrou	6s	7s
1 Lebdury 1s pd.	5s	5s
2s Linggi Ord.	2s	2s
2s London Asiatic	9s	10s
1 Lunat 16s pd.	10s	12s pm
1 Malacca 7s Prof.	17s	18s
1 Ord	17s	19s
2s Merlinan Options	3s	3s
2s Mount Austin	1s	1s
1 N/Humming 16s pd.	2s	3s
2s Padding Java	2s	2s
2s Patinggi	4s	4s
2s Pelepon	5s	6s
2s Perak	2s	2s
£1 Permas	2s	2s
2s Port Dickson 5s pd.	par	5s
1 Rembia Prof.	2s	2s
1 R. Est of Johore 18s pd.	2s	3s
2s R. Est of Krian	2s	3s
£1 R. Invest Trust 10s pd.	2s	2s
1 Saggi	2s	2s
1 Sapong	2s	2s
1 Seafield	9s	9s
2s Selangor	4s	4s
£1 Sendayan 18s pd.	2s	3s
2s Seragat	3s	4s
£1 Seremban	7s	8s
1 Sheldford	5s	6s
1 Sialang	3s	3s
2s Singapore Para	3s	4s
2s Straits S. Barten	5s	6s
£1 Straits Rubber	9s	10s
2s Sunatra Para	8s	9s
£1 Sungai Choh	6s	7s
2s Sungai Kepan	1s	1s
£1 Sungai Krian Prof.	2s	2s
1 Sungai Salak	6s	7s
1 Sungai Way	10s	10s
1 Tanjung Malim 12s pd.	1s	1s
1 Tangkah Prof.	1s	1s
1 Tebrau	1s	1s
1 Tremelby	9s	9s
1 United Serang	1s	1s
1 United Sun Betong	2s	2s
2s United Sumatra	7s	7s
2s United Temisan 15s pd.	1s	1s
2s Val Or	5s	6s
2s Vallaumbros	5s	6s
2s Yam Seng	1s	1s
£1 Alor Gajah	3s	4s
1 Ayer Hitam	34s	35s
1 Ayer Kuning	0.50	0.70
1 Ayer Molek	1.60	1.65
5 Ayer Panas	3.40	3.50
1 Balipowrie	8.50	9.10
1 Bukit Timah	8.00	10.00
1 Bukit K. B.	0.55	0.65
10 Chingkat Sardans	4.50	4.75
10 Chors, 5s pd.	2.00	5.00
5 Chuff	3.50	3.75
31 Glencairn	1.22	1.27
5 Hayor	6.00	7.25
10 Henrietta 5s pd.	1s	1s
10 Indragiri	4.00	5.0
1 Jinah	0.2s	0.27
5 Kolemek 5s pd.	2.90	2.95
1 Konpas	2.50	2.75
5 Lulus	1.50	1.60
1 Malaka Pinda	0.50	0.55
2 Makaloff	1.40	1.50
5 Mandin, 6s 50 pd.	0.50	0.50
5 Merui	1.00	1.50
2 New Serendab	1.95	2.10
5 New Singapore	5.20	5.35
5 Nyaleh	0.27	0.32
5 Pajam	9.50	9.75
1 Pantai	1.10	1.15
10 Pegoh	26.75	27.50
10 Pulai Bulang, 8s 50 pd.	1s	1s
1 Pungkor	0.35	0.45
5 Radells	9.00	10.10
2 Sandycroft	17.00	18.00
2 Singapore & Johore	9.75	10.10
2 Sungai Bagan	0.75	0.85
10 St. Helena	16.00	16.00
1 Tambalan	0.50	0.60
5 Teluk Anson	4.00	4.25
2 Trafalgar	0.70	0.80
1 Ulu Pandan	0.45	0.50
1 United Malacca	0.50	0.55
1 United Singapore	1.10	1.15
Rs. 50 Jebong	\$120.00	130.00

VESSELS EXPECTED.

THE AMERICAN MAIL
The P. M. S. Co. str. Siberia from San Francisco sailed from Yokohama on the 5th instant on route to Hongkong, and is due to arrive at Hongkong on the 12th instant.

The P. M. S. Co. str. China sailed from San Francisco on the 26th ultimo, en route to Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 29th instant.

THE AUSTRALIAN MAIL.
The I.G.M. str. Cobden left Sydney on the 29th ultimo, at 11 a.m., and may be expected here on or about the 20th inst.

The E. & A. str. Easter left Sydney on the 3rd instant for this port (via Queensland Ports, Port Darwin and Manila).

THE CANADIAN MAIL.
The C.P.R. Co.'s str. Empress of China left Vancouver, B.C., for Hongkong (via usual ports of call) on the 14th ultimo p.m.

The C.P.R. Co.'s str. Empress of India left Vancouver, B.C. (via usual ports of call), on the 2nd instant p.m.

MERCHANT SHIPS.
The P. & O. S. N. Co.'s str. Sibella left Singapore for this port on the 4th instant, at 6 a.m., and is due here to-day at about 8 a.m.

The O.S.K. str. Panama Maru from Tacoma left Shanghai for this port on the 7th inst., and is due here to-morrow p.m.

The str. Welsh Prince from New York left Sabang on the 4th inst., and is expected here on or about the 14th instant.

The Royal Line str. Braemar from United Kingdom left Singapore on the 8th instant morning, and is therefore due here on or about the 14th instant.

The O.S.K. str. Seattle Maru left Tacoma for this port via Japan and Manila on the 22nd ultimo, and is due here on or about the 23rd instant.

INCREASE OF PATIENTS.
On the first three months' working of the institution there has been a steady increase of patients, and there are now 190 in the seven wards available, of whom about forty are women. Nearly every bed is occupied in the general wards, which are free, but there are still some vacant beds in the paying ward, where iron beds with mattresses and extra comforts can be had by men, women and children. In the free quarters are to be had all that is necessary; everything is clean and tidy. Clothes are provided for all the patients, and their own garments are stored until their discharge. Each patient has a simple bed made of three boards on an iron framework, with a mosquito net in every case suspended by means of common bamboo poles, and fixed on a uniform plan, quite simple but efficient. Then there is a mat to cover the boards and a red blanket to cover the patient, with other necessities to suit special cases. There is a fine large mortuary, built right alongside Balaclava Road, on which it opens, and the burials take place on Thomson Road, to which this road conveniently leads. The ward nearest is the one in which the more serious cases are treated, and to the lower end of which, which is screened off, the dying are assigned a quiet place. The committee have to deal with many cases, where the people are practically brought to die in a decent place, and it is decided to have a large outer gate to prevent this privilege being unduly taken advantage of during the hours of darkness.

The whole of the buildings are enclosed, and it is hoped by the committee that before long they will also have two other wards, which were formerly used by the blind patients in the old Tan Toek Seng Hospital. This would round off the property and give them a compact set of buildings.

THE CANTONESE HOSPITAL AT SINGAPORE.

INTERESTING CHINESE EXPERIMENT.

On February 23, 1911, says the *Straits Times*, a document was signed between H.E. the Governor, Sir John Anderson, and Mr. Wong Ah Fook, by which was made possible the very interesting experiment of the Cantonese community running their own hospital, known by the name of the Kwong Wai Sin Free Hospital, so called after the three prefectures of the Canton province. The grant of the land is for 99 years with an annual quit rent of \$1 only, and the Government gives the free use of the present buildings, in Balaclava Road, which have been thoroughly repaired and added to by the Chinese committee at a cost of about \$25,000. The land may be acquired again by Government on certain conditions, and the lessor may hand back the same should it be decided not to carry on the institution, which, however, is most unlikely. The conditions are that patients are to be treated by Chinese methods, unless or until the Governor and the majority of the committee, on which are several officials as well as a large number of Chinese, decide that a Chinese practitioner of Western methods be appointed. Then the patients are to have the option of treatment by either Chinese or Western methods. But no person requiring surgical aid or suffering from an infectious disease shall be permitted to remain in the hospital, which shall be daily open to the inspection of the Principal Civil Medical Officer, or any duly qualified medical officer in the employ of Government, or to any medioce of the Municipality authorized by the P.C.M.O. to enquire as to cases requiring surgical treatment, or patients needing to be sent to isolation hospitals, and generally to report upon the sanitary conditions prevailing and specially to see to the master of food, and the treatment and comfort of the patients.

ON SALE.

THE PATHS OF COMMERCE even to the utmost parts of the Earth are followed by the Remington Typewriter.

SIEMSSSEN & CO., SOLE AGENTS FOR JONGKONG, CANTON AND SOUTH CHINA AND FORMOSA.

[533-11]

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH

Avalon, despatch-boat, 700 tons, 4 guns, 2,000 l.h.p. Comdr. A. Lowdaine, Weihaiwei.

Astrea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p. Captain E. B. Kiddie, Weihaiwei.

Atala, admiralty tug, 615 tons, 1,400 l.h.p. Master S. West, Hongkong.

Bramble, gunboat, 710 tons, 900 l.h.p. Lieut. Comdr. B. G. Washington, Shanghai.

Brion, gunboat, 710 tons, 900 l.h.p. Lieut. Comdr. Merton, Hongkong.

Pistol, destroyer, 300 tons, 7 guns, 7,000 h.p. Commander Morton, Hongkong.

Protector, submarine, 70 tons, 60 h.p. Lieut. Morris, Saigon.

Redoubt, battleship (reserve), 9,830 tons, 37 guns, 6,200 h.p. Capt. Drucot, Saigon.

Shark, water tank and tug, 390 tons, i.h.p. Master W. Smith, Hongkong.

Clive, British sloop, 1,070 tons, i.h.p. Lieut. Comdr. H. B. Vesey, Shanghai.

Taku, destroyer, 230 tons, 6 guns, 6,500 h.p. In Reserve, Saigon.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 3,700 i.h.p. Lt.-Comdr. H. S. Monroe, Weihaiwei.

Gnat, torpedo-boat destroyer, 295 tons, 6 guns, 3,000 i.h.p. Capt. S. St. J. Farquhar, Weihaiwei.

Iltis, gunboat, 1,000 tons, 10 guns, 1,800 h.p. Capt. Dr. von Hippel, Hongkong.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 l.h.p

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"DEVANHA"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on cargo—

From London, &c., ex. as. "Mongolia."

From Australia ex. as. "Harmonia."

From Persian Gulf, ex. as. B. I. S. N. and B. & T. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 9th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 2nd August, 1911.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "KIYOMARU"

FROM SOUTH AMERICAN PORTS AND JAPAN PORTS.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on TUESDAY, the 6th inst., at 5 P.M., will be landed at Consignees' risk and expense, and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on MONDAY, the 14th inst., afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged.

All Claims must be filed on or before MONDAY, the 21st inst., otherwise they will not be recognized.

K. MATSDA,

Agent.

Hongkong, 7th August, 1911. [1003]

FROM EUROPE.

THE H.A.L. Steamship

"ALEXIA"

Captain Habel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary is given to the day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 12th inst., at 3.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 7th August, 1911. [1007]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBORO', HULL, LONDON AND STRAITS.

THE Steamship

"GLENTUREET"

Captain R. Webster, having arrived, from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Optional Cargo will be carried on unless instructions are given to the contrary before NOON To-DAY.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 14th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 7th August, 1911. [1008]

SWEDISH EAST ASIATIC CO., LTD., GOTHENBURG.

NOTICE TO CONSIGNEES.

THE Steamship

"YEDDO"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 9.30 A.M.

All Claims must reach us before the 17th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

OLOF WIJK & CO. CHINA AGENCIES

AKTIEBOLAG,

Agents.

Hongkong, 7th August, 1911. [46]

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPORTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIJMAHAI ...	JAVA	—	JAVA	First half off Aug.
TJIKINI	JAVA	First half of Aug.	JAPAN	First half of Aug.
TJILATJAP.	JAVA	First half of Aug.	SHANGHAI	Second half of Aug.
TJILIWONG	JAPAN	Second half of Aug.	JAVA	Second half of Aug.
TJITAREGM.	JAVA	Second half of Aug.	JAPAN	Second half of Aug.
TJIPANAS...	JAVA	First half of Sept.	SHANGHAI	Second half of Sept.
TJIMANOCK	JAVA	Second half of Sept.	JAPAN	Second half of Sept.
TJIBODAS ...	JAVA	Second half of Sept.	SHANGHAI	Second half of Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

YORK BUILDINGS, 1st Floor.
Hongkong, 9th August, 1911.

Telephone No. 375.

SHIPPING IN PORT.

STEAMERS				
ALESIA	German str.	3,223. G. Habal, 6th August—Singapore	31st July, General—Hamburg-Amerika Line.	
ANGRI	German str.	1,001. C. Kumpf, 2nd August—Bangkok 26th July, Rice—Butterfield & Swire.		
AWA MARU	Japanese str.	3,921. T. Irisawa, 6th August—Seattle via Japan and Shanghai 3rd Aug., General and Flour—Nippon Yusen Kaisha.		
BESSIE DOLLIE	British str.	Cross, 11th Aug.—Iloilo 30th July, General—Order.		
CARL DIEDERICHHAHN	German str.	2,774. C. Jukkosen, 2nd August—Haiphong and Hanoi 1st August, Coal and General—Johens & Co.		
CARINTHIC	British str.	2,355. E. Woodhead, 27th July—Cardiff 8th June, Coal—Admiralty.		
CHIADAR	Norwegian str.	1,102. H. Nielsen, 2nd August—Bangkok 25th July, General—Asgaard, Thoresen & Co.		
CHUNFRANG	British str.	1,418. C. J. Mattock, 7th August—Swatow 5th August, Bullock—Jardine, Matheson & Co.		
DALIN MARU	Japan str.	389. Y. Yamamoto, 2nd August—Swatow 10th July, General—Osaka Shosen Kaisha.		
DAKOTAN	British str.	2,752. W. A. Ross, 2nd August—Amoy 1st August—Standard Oil Co.		
DERWENT	British str.	1,520. Jenkins, 29th July—Cobh 22nd July.		
DEYAWONGSE	German str.	1,057. E. Gathmann, 30th July—Bangkok 22nd July, Rice and Timber—Butterfield & Swire.		
DUNEDIN	British str.	3,051. Macleod, 28th July—Moi 23rd July, Coal—Dowdall & Co.		
FOOKSANG	British str.	1,987. T. A. Mitchell, 6th August—Calcutta 20th and 23rd July, General—Jardine, Matheson & Co.		
FRIEL	Norwegian str.	860. N. G. Andersen, 6th August—Nanchang and Dalay 28th July, Beaufort—Asgard, Thoresen & Co.		
GERMANIA	German str.	1,714. H. Franssen, 7th August—Wakamatsu 30th July, Coal—Jensen & Co.		
GLENBERTET	British str.	3,025. R. Webster, 7th August—London via Ports 17th June, General—Shewan, Tonnes & Co.		
HELENNE	German str.	771. H. Bendixen, 7th August—Quinhon 1st and Tourane 5th August, General—Jensen & Co.		
HONG BEE	British str.	2,590. K. Kinghorn, 7th August—Swatow 6th August, General—Chinese.		
HONGKONG	French str.	742. A. Cornelissen, 6th August—Haiphong 2nd and Pakhoi 3rd August, General—A. R. Marly.		
HOPSWICH	British str.	1,359. J. M. Hay, 6th August—Hongay 3rd August, Coal—Jardine, Matheson & Co.		
ISCHIA	Italian str.	2,981. Belotti, 4th August—Singapore 26th July, General—Carlowitz & Co.		
JERSEY	British str.	1,234. White, 6th August—Keeling 2nd August, General—Bank Lines, Ltd.		
KENKOU MARU	Japanese str.	2,109. T. Yamamoto, 27th July—Mojii 18th July, Coal—Holland & Co.		
KENKOU MARU	Japanese str.	2,109. T. Yamamoto, 27th July—Mojii 18th July, Coal—Holland & Co.		
KIRUTUCK	British str.	4,616. H. Brown, 7th August—Penang 31st July, General—Butterfield & Swire.		
KIYOMARU	Japanese str.	3,000. S. Toge, 6th August—Moji 30th July, Coal—Toyo Kisen Kaisha.		
KOBRA	American str.	5,651. W. Fisher, 1st August—San Francisco via ports 5th July, Mail and General—P. M. S. Co.		
LIBERTA	German str.	2,326. J. Karberg, 7th August—Shanghai 3rd August, General—Hamburg-Amerika Line.		
LINIAN	British str.	1,500. C. C. Williams, 7th August—Shanghai 3rd August, General—Butterfield & Swire.		
MACHEW	German str.	990. R. G. Willisen, 29th July—Bangkok 18th July, Rice and Teek—Butterfield & Swire.		
MADELEINE	BRICKMERS	2,956. J. Schmitz, 27th July—Moron 20th July, Coal—Bradley & Co.		
MARIE	German str.	1,169. H. Schlake, 30th July—Saigon 27th July, Rice and General—Jensen & Co.		
MARY	British str.	5,651. R. G. Willisen, 29th July—Bangkok 18th July, Rice and General—Jensen & Co.		
MEERKAMP	British str.	5,810. W. Cope Lyte, 6th August—Liverpool 24th June, General—Butterfield & Swire.		
MINA	British str.	5,810. W. Cope Lyte, 6th August—Wo Fat Sing.		
MONAFA	British str.	5,810. W. Cope Lyte, 6th August—Liverpool 24th June, General—Butterfield & Swire.		
PHEUMPHEN	British str.	1,065. Jas. Scott, 30th July—Saigon 25th July, General and Rice—Wo Fat Sing.		
RAJADUAR	German str.	1,189. C. Wolff, 3rd August—Bangkok 2nd August, Rice—Butterfield & Swire.		
SABINE RICKMERS	Dutch str.	573. D. E. Boes, 2nd August—Foothow and Swatow 1st August, Kerouan Oil—Asian Petroleum Co.		
SOSHU MARU	Japanese str.	1,119. K. Sugawa, 7th August—Swatow 6th August, General—General—Osaka Shosen Kaisha.		
SPIR	Norwegian str.	371. W. Horn, 29th July—Newchawng 20th July, General and Beans—Asgard, Thoresen & Co.		
TACOMA MARU	Japanese str.	3,850. Yamamoto, 31st July—Manila 5th July, Flour and General—Osaka Shosen Kaisha.		
TAIKO	Chinese str.	1,216. R. G. Paramore, 7th Aug.—Shanghai 3rd Aug., General—C. M. S. N. Co.		
TAMBOY				

SHIPPING

ARRIVALS

HALVARD, Norwegian str., 1,066, Andersen, 7th Aug.—Hoihow 5th August, General Chinese.
INDIAN, Danish str., 5,553, C. Jensen, 8th Aug.—Hankow 1st August, General—Order.
KIAN PING, Chinese str., 1,222, H. Uden, 7th August—Chinkiang 15th Aug., General—Chinese.
KUICHOW, British str., 1,215, Forsyth, 7th August—Tientsin 30th July and Swatow 6th August, General—Butterfield & Swire.
KWANG FING, British str., 1,459, G. V. Wagott, 7th August—Chinawater 31st July, Coal—C. E. & M. Co.
LAERTES, British str., 1,340, Page, 7th Aug.—Saigon 2nd August, Rice and General—We Fat Sing.
LAISANG, British str., 2,224, E. J. Toda, 8th August—Calcutta 26th July, General—Jardine, Matheson & Co.
LOCKHORN, German str., 1,020, W. Tanbert, 7th Aug.—Bangkok and Hainan 5th August, General—Butterfield & Swire.
LOONG SANG, British str., 1,092, G. W. G. Loosk, 23rd August—Manila 5th August, General—Jardine, Matheson & Co.
MANDANAN MARU, Japanese str., 4,551, T. Ota, 8th August—Mikko 2nd August, Coal—Mine Bussan Kaisha.
MICHAEL JENSEN, German str., 951, J. Petersen, 7th August—Hoihow 5th Aug., General—Jehn & Co., LTD.
NIPON MARU, Japanese str., 3,452, W. E. Filmer, 8th August—San Francisco 12th July, Flour, Canned Goods and General—Toyo Kisen Kaisha.
ORTERIC, British str., 1,319, Findlay, 8th Aug.—Manila 4th Aug., General—Bank Line, Ltd.
PRINZ LUDWIG, German str., 5,688, F. V. Binsz, 8th August—Bremen 28th June, Mail and General—Melchers & Co.
SIAM, British str., 992, Robt. A. Beners, 8th August—Shanghai 4th August—Asiatic Petroleum & Co.
SINGAN, British str., 1,047, F. Jamieson, 7th Aug.—Haiphong 5th and Hoihow 6th Aug.—Rice and General—Butterfield & Swire.
TAMARAC, British str., 3,319, H. Macdonald, 8th August—from San Francisco, Kerosene oil—Standard Oil Co.
ZAFIRO, American str., 1,406, M. C. Smith, 8th August—Manila 5th August, General—Showan, Tomes & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE
8th August.
Bonnie Duffer, British str., for Yokohama.
Carl Diedrichsen, German str., for Hoihow.
Childer, Norwegian str., for Bangkok.
Fookang, British str., for Shanghai.
Hongkong, French str., for Haiphong.
Iadier, Danish str., for Singapore.
Keisho Maru, Japanese str., for Manila.
Kutsong, British str., for Singapore.
Liberia, German str., for Shanghai.
Luetsow, German str., for Europe & America.
Mathew, German str., for Hoihow.
Michael Jense, German str., for Hoihow.
Prince Ludwig, German str., for Shanghai.
Sakai Maru, Japanese str., for Ocean Island.
Swingtime, British str., for Hoihow.
Tsunami Maru, Japanese str., for Keelung.
Triumph, German str., for Manila.
Wakaba Maru, Japanese str., for Singapore.
Yedo, Swedish str., for Shanghai.

DEPARTURES

7th August.
CHENAN, British str., for Shanghai.
FRI, Norwegian str., for Canton.
HATCHING, British str., for Swatow.
LIGHTNING, British str., for Calcutta.
SOSHU MARU, Japanese str., for Canton.
THIBOLD, Dutch str., for Sotshaya.
WRAY CASTLE, British str., for Shanghai.
8th August.
CHINHENG, British str., for Tientsin.
CHIYUN, Chinese str., for Shanghai.
CHOMANG, British str., for Swatow.
GLENFALOCK, British str., for Amoy.
HAITAN, British str., for Swatow.
KLANG FING, Chinese str., for Canton.
LINAN, British str., for Canton.
PROMETHEUS, British str., for Singapore.
STRATEK, British str., for Haiphong.
TAISHUN, Chinese str., for Canton.

PASSENGERS

ARRIVED
Per *Laisang*, from Calcutta, Mr. A. E. Hines.
Per *Nippon Maru*, from San Francisco, Mr. J. E. Alter, Mr. Martin Egan, Mr. M. Fairly, Miss Fairly, Mrs. R. R. Hancock, Mr. Peter Huppin, Mr. C. L. Kenton, Mr. K. Sasaki, Capt. H. Spear, Mr. T. Tanabe, Mr. and Mrs. J. Bryan, Mr. W. M. Hatch, Mr. and Mrs. H. D. Hess, Mr. H. Knous, Mr. G. H. March, Mr. and Mrs. J. M. McMaster, Mr. A. Schieff, Lt. Commer, and Mrs. F. B. Upman.
Per *Prince Ludwig*, for Hongkong, from Bremen, Mr. Hugo Jahr; from Southampton, Mr. Robert Hudson, Mr. and Mrs. Wm. Russell; from Genoa, Mr. and Mrs. Alfred Scott, Mr. Ludwig Dreyfus, Mr. T. D. Jenkins, Mr. Paul Bohme, Dr. Max Lehner, Mr. Wilh. Rügge, Mr. Karl Prescher, Rev. and Mrs. J. A. Stanton, Messrs Ernst Hansmann, Gaston de Martin, Richard, Mirov, Gottschalk Tinn, and Mrs. Hertha Geissler, from Naples, Mrs. Blanche Masé; from Colombo, Mr. and Mrs. Fregatt Captain Blomeyer; from Singapore, Messrs B. G. Nicolson, Derschew, A. Rohmann, L. H. Dewey, Dr. and Mrs. J. C. Overcoke, Mr. Harston, Mr. Josef Nanez, Mr. A. S. Wood and Mr. Ellis.
DEPARTED
Per *Hatching*, for Swatow, Mrs. Crawford, Miss Ramsey and Miss Mank; for Amoy, Mr. B. Chantrellay, Mrs. Main and 2 daughters; for Foochow, Mr. W. Thom.

STEAMERS PASSED THE CANAL

July 11th—Himalaja, Persian, Moyun, Oopack, Alstro, Vorwärts, 14th—Brauer, Kintuck, Hynddon, Peshawar, Sardinia, 18th—Bengal, Nile, Prince Ludwig, Welsh Prince, 21st—Idomenos, Kamo Maru, Polynesia, 25th—Glenesk, Laertes, 28th—Scandia, Sunda, Indra, Rhineflug, August 1st—Antiochus, Benvene, Buelow, Leyden, Daore Castle, Neleus, 4th—Agamenon, Ali Maru, Antenor, Austria, Caledonia, Dunblane, St. Patrick, Sithonia, York.

ARRIVALS AT HOME
Aug. 4th—Ernest Simon, Machaon, Afghan Prince.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of *Daily Press* are on sale daily at the following Stores:
KOWLOON BOOK STALL, Ferry Wharf
Messrs. H. BUTTON JEE & SONS, Kowloon Store, No. 36, Haiphong Road.
Messrs. HUNG CHEONG, Haiphong Road
Mr. AH YAU, Hongkong Stall, Ferry Wharf

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION	VESSEL'S NAME	FLAG & B&W	ROUTE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SYRIA	Brit. str.	R. A. Peters	P. & O. S. N. CO.	To-morrow, at Noon.	
LONDON, &c. VIA USUAL PORTS OF CALL	DEVANHA	Brit. str.	H. Powell	P. & O. S. N. CO.	On 19th inst., at Noon.	
LONDON & ANTWERP VIA SINGAPORE, &c.	NORE	Brit. str.	G. Phillips	P. & O. S. N. CO.	About 23rd inst.	
ROTTERDAM & HAMBURG & ANTWERP, &c.	SEGOVIA	Ger. str.	Deimat	HAMBURG-AMERICA LINE	On 12th inst.	
ROTTERDAM & HAMBURG, via STRAITS &c.	BRISAGIA	Ger. str.	Giratenbräu	HAMBURG-AMERICA LINE	On 24th inst.	
HAVRE & HAMBURG via STRAITS, &c.	SAXONIA	Ger. str.	T. Stehr	HAMBURG-AMERICA LINE	On 14th inst.	
HAVRE & BREMEN & HAMBURG, &c.	AMBERIA	Ger. str.	Koess	HAMBURG-AMERICA LINE	On 22nd inst.	
MARSELLES, LONDON & ANTWERP VIA SINGAPORE, &c.	IYO MARU	Jap. str.	Feldmann	HAMBURG-AMERICA LINE	On 1st Sept.	
MARSELLES, LONDON & ANTWERP VIA SINGAPORE, &c.	DEN OF CROMBIE	Jap. str.	R. Takoda	HAMBURG-AMERICA LINE	On 16th inst., at D'light	
ALISHA, &c.	ALISHA	Ger. str.	Habel	HAMBURG-AMERICA LINE	On 17th inst.	
NIPON	LUETZOW	Aus. str.	Tarbochis	SANDER, WIELER & CO.	On 15th Sept.	
SIKH	INDRADEO	Brit. str.	J. Bartfield	MELCHERS & CO.	On 28th inst., P.M.	
ORTERIC	ORTERIC	Brit. str.	W. H. Lee	DODWELL & CO., LTD.	To-morrow, at 10 A.M.	
ORTERIC	ORTERIC	Brit. str.	Jas. Bradley	JARDINE, MATHESON & CO., LTD.	About 16th inst.	
NEW YORK, VIA SUEZ CANAL	EMPEROR OF CHINA	Brit. str.		THE BANK LINE, LIMITED	About 26th inst.	
VICTORIA, C.B. & ACOA VIA KEELUNG, &c.	MONTAGE	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 11th inst.	
VICTORIA, B.C. & SEATTLE, via KEELUNG, &c.	TACOMA MARU	Jap. str.		CANADIAN PACIFIC R.R. CO.	On 11th inst.	
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	AWA MARU	Jap. str.		CANADIAN PACIFIC R.R. CO.	On 12th inst., at 6 P.M.	
VICTORIA, B.C. & TACOMA via KEELUNG, &c.	IKADA MARU	Jap. str.		CANADIAN PACIFIC R.R. CO.	On 12th Sept., at Noon.	
KOREA	KOREA	Aus. str.		CANADIAN PACIFIC R.R. CO.	To-day, at 11 A.M.	
NIPON MARU	NIPON MARU	Jap. str.		CANADIAN PACIFIC R.R. CO.	On 15th inst., at 4 P.M.	
CHINA	CHINA	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 22nd inst., at 11 A.M.	
PRINZ WALDEMAR	PRINZ WALDEMAR	Ger. str.		CANADIAN PACIFIC R.R. CO.	On 11th inst., at 1 P.M.	
TAIYUAN	TAIYUAN	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 18th inst., at Noon.	
YAWATA MARU	YAWATA MARU	Jan. str.		CANADIAN PACIFIC R.R. CO.	On 19th inst., at 1 P.M.	
YAWATA MARU	YAWATA MARU	Jap. str.		CANADIAN PACIFIC R.R. CO.	On 12th inst., at Noon.	
TIKUNI	TIKUNI	Dut. str.		CANADIAN PACIFIC R.R. CO.	On 23rd inst., at Noon.	
KIO MARU	KIO MARU	Jap. str.		CANADIAN PACIFIC R.R. CO.	On 24th inst., at 11 A.M.	
BARON ABDROSSAN	BARON ABDROSSAN	Gen. str.		CANADIAN PACIFIC R.R. CO.	On 25th inst., at 11 A.M.	
KUEICHOW	KUEICHOW	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 26th inst., at 11 A.M.	
CHONGSHING	CHONGSHING	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 27th inst., at 11 A.M.	
PRINZ LUDWIG	PRINZ LUDWIG	Ger. str.		CANADIAN PACIFIC R.R. CO.	On 28th inst., at 11 A.M.	
ALESTIA	ALESTIA	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 29th inst., at 11 A.M.	
FOOKHANG	FOOKHANG	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 30th inst., at 11 A.M.	
SHANGHAI, MOJI KOBE & YOKOHAMA	SHANGHAI, MOJI KOBE & YOKOHAMA	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 31st inst., at 11 A.M.	
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI, KOBE & YOKOHAMA	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 1st inst., at 11 A.M.	
SHANGHAI	SHANGHAI	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 2nd inst., at 11 A.M.	
SARDINIA	SARDINIA	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 3rd inst., at 11 A.M.	
CHINHUA	CHINHUA	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 4th inst., at 11 A.M.	
SHANGHAI, YOKOHAMA & KOBE	SHANGHAI, YOKOHAMA & KOBE	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 5th inst., at 11 A.M.	
SHANGHAI, MOJI & KORE	SHANGHAI, MOJI & KORE	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 6th inst., at 11 A.M.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	SHANGHAI, MOJI, KOBE & YOKOHAMA	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 7th inst., at 11 A.M.	
SHANGHAI	SHANGHAI	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 8th inst., at 11 A.M.	
SHANGHAI	SHANGHAI	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 9th inst., at 11 A.M.	
SHANGHAI	SHANGHAI	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 10th inst., at 11 A.M.	
SHANGHAI	SHANGHAI	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 11th inst., at 11 A.M.	
SHANGHAI	SHANGHAI	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 12th inst., at 11 A.M.	
SHANGHAI	SHANGHAI	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 13th inst., at 11 A.M.	
SHANGHAI	SHANGHAI	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 14th inst., at 11 A.M.	
SHANGHAI	SHANGHAI	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 15th inst., at 11 A.M.	
SHANGHAI	SHANGHAI	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 16th inst., at 11 A.M.	
SHANGHAI	SHANGHAI	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 17th inst., at 11 A.M.	
SHANGHAI	SHANGHAI	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 18th inst., at 11 A.M.	
SHANGHAI	SHANGHAI	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 19th inst., at 11 A.M.	
SHANGHAI	SHANGHAI	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 20th inst., at 11 A.M.	
SHANGHAI	SHANGHAI	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 21st inst., at 11 A.M.	
SHANGHAI	SHANGHAI	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 22nd inst., at 11 A.M.	
SHANGHAI	SHANGHAI	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 23rd inst., at 11 A.M.	
SHANGHAI	SHANGHAI	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 24th inst., at 11 A.M.	
SHANGHAI	SHANGHAI	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 25th inst., at 11 A.M.	
SHANGHAI	SHANGHAI	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 26th inst., at 11 A.M.	
SHANGHAI	SHANGHAI	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 27th inst., at 11 A.M.	
SHANGHAI	SHANGHAI	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 28th inst., at 11 A.M.	
SHANGHAI	SHANGHAI	Brit. str.		CANADIAN PACIFIC R.R. CO.	On 29th inst., at 11 A.M.	
SHANGHAI	SHANGHAI	Brit. str.		CANADIAN PAC		

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, SARDINIA and YOKOHAMA	Capt. C. C. Talbot, R.N.R.	10th Aug.	Freight and Passage.
LONDON and ANTWERP SYRIA	Capt. R. A. Peters	Noon	Freight and Passage.
VIA SINGAPORE, PE NANG, COLOMBO, PORT SAID and MARSEILLE	Capt. G. Phillips	10th Aug.	Freight and Passage.
SHANGHAI	Capt. Barham	17th Aug.	Freight and Passage.
DELTA	Capt. E. P. Martin	31st Aug.	Freight and Passage.
LONDON via USUAL PORTS DEVANHA	Capt. H. Powell	19th Aug.	See Special of CALL.
SHANGHAI, MOJI, KOBE, SUNDAY and YOKOHAMA	Capt. H. G. Evans, R.N.R.	24th Aug.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 9th August, 1911.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HOIHOW and HAIPHONG	"SUNGKUANG"	On 9th Aug. 10 A.M.
MANILA, CEBU and ILOILO	"TAMING"	On 9th Aug. 2 P.M.
SHANGHAI	"LINAN"	On 10th Aug. 4 P.M.
WEIHAIWEI and TIENTSIN	"KUMCHOW"	On 11th Aug. 4 P.M.
SHANGHAI	"CHINHUA"	On 12th Aug. Midnight
MANILA, ZAMBOANGA, THURS.		
DAY ISLAND, COOTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 17th Aug. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANLU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Amidships. Electric Fans fitted. Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE-EAST SCHEDULE TWIN SCREW STEAMERS ("ANJU", "CHINAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NE—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment of Woosung.

FARE \$45 SINGLE and \$60 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWINEY.
AGENTS.

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INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"KUISANG"	Wed'day, 9th Aug. 3 P.M.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Thursday, 10th Aug. 8 A.M.
MANILA	"LOONGSANG"	Saturday, 12th Aug. 2 P.M.
SHANGHAI	"HANGSANG"	Monday, 14th Aug. 4 P.M.
SANDAKAN	"MAUSANG"	Saturday, 19th Aug. Noon.
MANILA	"YUENSANG"	Saturday, 19th Aug. 2 P.M.
TIENTSIN	"CHEONGSHING"	Wed'day, 23rd Aug. Noon.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUFSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantze Ports, Tsingtau, Weihaiwei, Chefoo, Tsinan & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Jesselton and Labuan.

Telephone No. 215, Sub. Ext. 4.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

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Hongkong, 2nd August, 1911.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE
IN CONJUNCTION WITH
DEUTSCHE DAMPF SCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Routes to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE & YOKOHAMA:

S.S. ALEZIA	9th Aug.
S.S. RHEINFELS	23rd Aug.
S.S. SUEVIA	6th Sept.
S.S. SENEGAMBIA	20th Sept.
S.S. BAYERN	6th Oct.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS CAPTAIN LEAVING.

"HAIMUN" Capt. A. H. Stewart FRIDAY, 11th Aug. at 1 P.M.
"HAICHING" Capt. W. C. Pasmore TUESDAY, 15th Aug. at 1 P.M.

* The a.m. "Haimun" calling at Amoy for Passengers only.

During the Month of August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow.

Steamers will arrive at and Depart from the Company's Wharf (near Blak Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & CO.,

GENERAL MANAGERS.

Hongkong, 9th August, 1911.

TOYO KISEN KAISHA.

• IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting at San Francisco with the WESTERN PACIFIC RAILWAY

THE SAN FRANCISCO SCENIC ROUTE.

The Twin Sow Steamer

"NIPPON MARU" (CAPT. W. E. FILMER),

Will be despatched from Hongkong on the 18th August Next, AT NOON, via Shanghai and Nagasaki to KOBE, where Passengers and Cargo, will be transhipped to the new and improved triple screw turbine steamer,

"SHINYO MARU" (CAPT. H. S. SMITH),

The latest addition to the Trans-Pacific Service, and sister ship of the

S.S. "TENYO MARU" AND "CHIYO MARU."

This new turbine steamer is replete with every modern convenience — including a Palm Garden on the Bridge Deck — all staterooms are outside rooms.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMERS	TONS	DATE OF SAILING.
KIYOMARU	17,500	TUESDAY, 22nd August, at Noon.

The S.S. "KIYOMARU" will be despatched from Hongkong via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL, on TUESDAY, 22nd August, at Noon.

FARES FROM HONGKONG:

To LONDON	£71.100.
and Return 6 Months	£120.00.
To VALPARAISO	Yen 570.00.

Through Tickets to all Principal Points in U.S.A., Canada and Europe.

SPECIAL RATES (First Class only) Granted upon Application.

and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consuls, Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:

Missionaries and their families.

U.S. MAIL LINE.

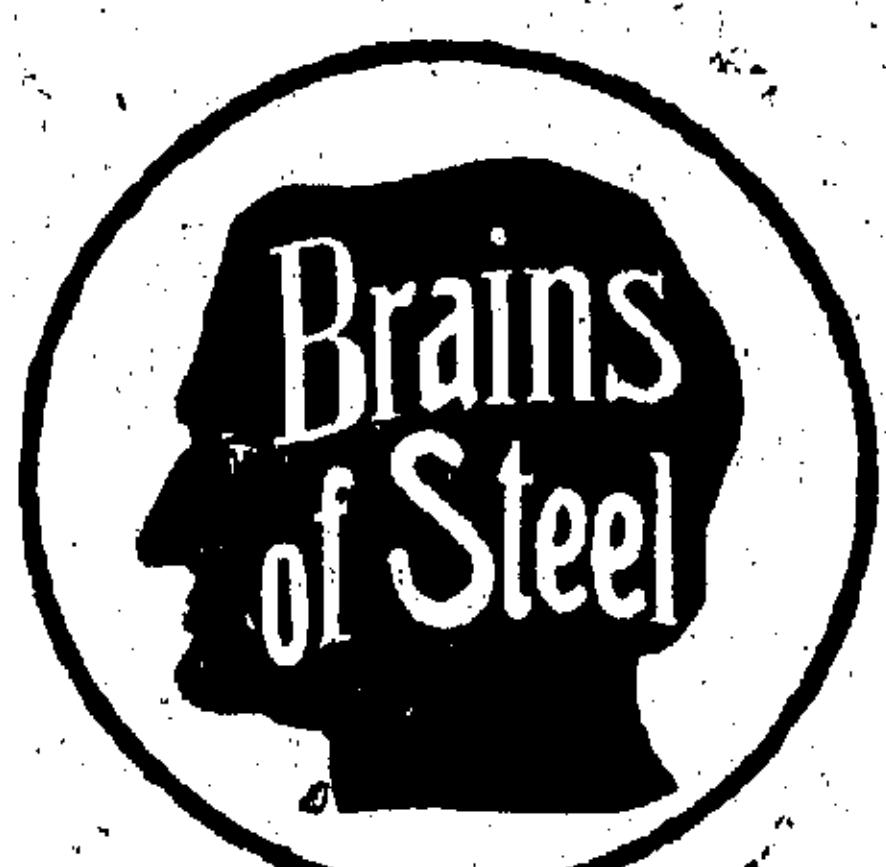
PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATES
KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.
SIBERIA	18,000	FRIDAY, 28th Aug., at 1 P.M.
MONGOLIA	27,000	FRIDAY, 3rd Sept., at 1 P.M.
KOREA	18,000	SATURDAY, 28th Sept., at 1 P.M.
S		



"BRUNSVIGA"
CALCULATING
MACHINE

GRIMME, NATALIS & Co.,
BRAUNSCHWEIG.

For inspection apply to the

Sole Representative for Hongkong and China

HUGO C. A. FROMM,
HONGKONG, QUEEN'S BUILDINGS, TEL. No. 360.
Hongkong, 4th August, 1911.

COMMERCIAL

EXCHANGE
CLOSING QUOTATIONS.

August 8th.

ON LONDON —	
Telegraphic Transfer	191
Bank Bills, on demand	191
Bank Bills, at 30 days' sight	191
Bank Bills, at 4 months' sight	191
Credits, at 4 months' sight	191
Documentary Bills 4 months' sight	191
ON PARIS —	
Bank Bills, on demand	226
Credits, at 4 months' sight	230
ON GERMANY —	
On demand	1831
ON NEW YORK —	
Bank Bills, on demand	431
Credits, at 60 days' sight	442
ON BOMBAY —	
Telegraphic Transfer	154
Bank, on demand	154
ON CALCOUTTA —	
Telegraphic Transfer	134
Bank, on demand	134
ON SHANGHAI —	
Bank, at sight	74
Private, 30 days' sight	75
ON YOKOHAMA —	
On demand	873
ON MANILA —	
On demand — Pesos	873
ON SINGAPORE —	
On demand	76
ON BATAVIA —	
On demand	107
ON HONGKONG —	
On demand	13 1/2 pm
ON SAIGON —	
On demand	1
ON BANGKOK —	
On demand	843
GOVERNMENT, Bank's Buying Rate	\$11.10
GOLD LIRA, 100 fine, per tael	858.00
SOVEREIGN, per oz or	24.2d.

SUBSIDARY COINS.	
	per cent
Chinese	20 cents pieces
	\$7.35 discount
Chinese	10
	\$7.70
Hongkong	20
	\$7.18
Hongkong	10
	\$7.00

Kios - Cigarettes

First class in quality and packing

Türk Tabak & Cigaretten-Fabrik, "Kios" o. E. Robert Böhme, Dresden.

Hongkong, 4th August, 1911.



Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 4th August, 1911. (670-22)

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The *Jelczow*, with the Siberian Mail, is due to arrive here to-day.

Owing to the *Empress of China* not being available to take mails for Canada, &c, on her due date under contract, viz. at 6.00 p.m. on Saturday, the 12th inst., these mails will in consequence be forwarded on the previous day by P.M. ss. *Korea*, and will be closed at this office at the time indicated for that ship.

The R. M. ss. *Empress of China* having gone ashore at the entrance of Tokyo Bay, the Canadian Mail of the 12th inst. from Vancouver has been transferred to the N. D. L. Mail steamer *Jelczow*, which is expected to arrive here to-day.

FOR	P.M.	DATE
Yokohama, Hakodate, San Pedro and San Francisco	Wednesday, 9th	8.00 A.M.
Hai Phong	Wednesday, 9th	9.00 A.M.
Swatow and Bangkok	Wednesday, 9th	9.00 A.M.
Hoifoo and Haiphong	Wednesday, 9th	9.00 A.M.
Manila	Wednesday, 9th	9.00 A.M.
Taking Mail for Cebu and Iloilo		
Shanghai, Nagasaki, Kobe and Yokohama		
SIERRA MAIL TO EUROPE		
Hoifoo and Haiphong	Wednesday, 9th	10.00 A.M.
Michael Jebson	Wednesday, 9th	10.00 A.M.
Tacoma Maru	Wednesday, 9th	10.00 A.M.
Triumph	Wednesday, 9th	11.00 A.M.
Carl Diederichsen	Wednesday, 9th	11.05 A.M.
Bui Tai	Wednesday, 9th	1.15 P.M.
Kutang	Wednesday, 9th	2.00 P.M.
Spir	Wednesday, 9th	3.00 P.M.
Dafin Maru	Wednesday, 9th	3.00 P.M.
Pheum Penh	Wednesday, 9th	4.00 P.M.
Luetzow	Registration, 5.00 P.M.	
Letters	9.00 A.M.	
Syria	Thursday, 10th	11.00 A.M.
Bui Tai	Thursday, 10th	1.15 P.M.
Zafiro	Thursday, 10th	3.00 P.M.
Licuan	Thursday, 10th	3.00 P.M.
Shanghai, Kobe and Moji	Thursday, 10th	5.00 P.M.
EUROPE, &c, INDIA VIA TUTICORIN		
Singapore, Penang and Colombo		
Macao	Friday, 11th	NOON
Manila, Cebu and Iloilo	Friday, 11th	1.15 P.M.
Korea	Friday, 11th	2.00 P.M.
Hainan	Friday, 11th	3.00 P.M.
Qufu	Friday, 11th	3.00 P.M.
Kueichow	Friday, 11th	3.00 P.M.
Ischia	Saturday, 12th	11.00 A.M.
Loonggang	Saturday, 12th	1.00 P.M.
Sui Tai	Saturday, 12th	1.15 P.M.
Prins Waldemar	Saturday, 12th	3.00 P.M.
Chinhua	Saturday, 13th	
Registration	5.00 P.M.	
Letters	6.00 P.M.	
Monday, 14th	3.00 P.M.	
Tuesday, 15th	10.00 A.M.	
Prins Waldemar	Tuesday, 15th	
Printed Matter and Samples	10.00 A.M.	
Registration	10.00 A.M.	
(Registration with late fee of 10 cents, up to 10.45 A.M.)	10.00 A.M.	
Registration, Kowloon B.C.	10.00 A.M.	
No late fee	11.00 A.M.	
Awa Maru	Tuesday, 15th	3.00 P.M.
Iyo Maru	Tuesday, 15th	5.00 P.M.
Worwacits	Wednesday, 16th	11.00 A.M.
Mausang	Saturday, 19th	11.00 A.M.
Yuensang	Saturday, 19th	1.00 P.M.
EUROPE, &c, INDIA VIA TUTICORIN		
Late Letters 11.00 to NOON. Extra Postage 10 cents.		
Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail.		
KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA, VICTORIA AND SEAPORTS		
Singapore, Penang and Colombo		
Shantou, Yokohama and Kobe		
Sandakan		
Manila		
(Taking Mails for Cebu and Iloilo)		

EUROPE, &c, INDIA VIA TUTICORIN, Late Letters 11.00 to NOON. Extra Postage 10 cents.

Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail.

KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA, VICTORIA AND SEAPORTS

Singapore, Penang and Colombo

Shantou, Yokohama and Kobe

Sandakan

Manila

(Taking Mails for Cebu and Iloilo)

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ON BOMBAY —	
Telegraphic Transfer	154
Bank, on demand	154
ON CALCOUTTA —	
Telegraphic Transfer	134
Bank, on demand	134
ON SHANGHAI —	
Bank, at sight	74
Private, 30 days' sight	75
ON YOKOHAMA —	
On demand	873
ON MANILA —	
On demand — Pesos	873
ON SINGAPORE —	
On demand	76
ON BATAVIA —	
On demand	107
ON HONGKONG —	
On demand	13 1/2 pm
ON SAIGON —	
On demand	1
ON BANGKOK —	
On demand	843
GOVERNMENT, Bank's Buying Rate	\$11.10
GOLD LIRA, 100 fine, per tael	858.00
SOVEREIGN, per oz or	24.2d.

ON PARIS —	
Bank Bills, on demand	226
Credits, at 4 months' sight	230
ON GERMANY —	
On demand	1831
ON NEW YORK —	
Bank Bills, on demand	431
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